

HONGKONG
WEEKLY.

ILLUSTRATED

The China Mail.

ESTABLISHED 1840

Don't Forget

TO ORDER THE

'OVERLAND'

CHINA MAIL.

BEFORE GOING HOME.

No. 13,884

號八第千七百零九一第

HONGKONG, TUESDAY, OCTOBER 8, 1907.

日二初月九年未丁

PRICE, \$3.00 Per Month

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY

SOLE AGENTS IN
HONG KONG, CHINA & MANILA
A. S. WATSON & Co. Ltd.

Hong Kong, May 1, 1907.



HONGKONG TECHNICAL COLLEGE
(Formerly "Evening College")
(Classes.)

QUEEN'S COLLEGE

EVENING CLASSES in the following
subjects will commence on 10th
DAY, October 10th.

Knowledge, Science,
Building Construction,
Machine Drawing,
Theoretical Mechanics,
Practical Mathematics,
Steam.

Electricity,
Field Surveying,
Geometrical Drawing.

English,
French,
German,
Shorthand (including Typewriting),
Book-keeping.

Students should attend at Queen's Col-
lege on Monday, October 7th, Tuesday,
October 8th, or Wednesday, October 9th,
between 6 and 7 p.m., and interview the
Lecturers in the subjects they wish to
study.

Students who intend to join any of the
Classes are requested to do so before Thurs-
day next, when Lectures begin.

E. KALPHOS,
Director.

Queen's College,
Hong Kong, October 4, 1907.

1904

SHANGHAI CLUB.

THE Committee of the Club invites
Designs in competition for a CLUB
HOUSE.

The Competition is open to all Architects
Resident in China, Japan, Hongkong, the
Philippines and Straits Settlements.

Premiums of \$2,000, \$1,000 and
\$500 will be paid to the authors of the
Designs placed respectively first, second,
and third in order of merit.

The Conditions of Competition, Plan of
Site, and other information may be obtained
on application to the respective Managers
of the Chartered Bank of India, Australia
and China, at Yokohama, Kobe, Hongkong,
Manila and Singapore, and in Shanghai to
the undersigned, on payment of a fee of
\$10, which will be returned upon
receipt of a complete set of plans, and after
the awards have been made.

By Order,
C. G. CLOSE,
Secretary.

Shanghai, September 27, 1907.

1903

WANTED.

AN OVERSEER to look after repairs
to Property.

Apply by letter to
"OVERSEER,"
Care of "China Mail" Office,
Hong Kong, September 30, 1907.

1572

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS

HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.

TELEPHONES: 187 and K. 21. CABLES: SHIPBUILDERS, HONGKONG.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA

NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain S. Bell Smith.
s.s. POWAN, 2,383 tons, Captain H. Irwin Black.
s.s. FATSHAN, 2,383 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain B. Branch.

s.s. HONGKONG, 1,995 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Sunday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The K.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
Route. Special attention is drawn to their Superior Saloons and Cabin accommodations.

Service of the Hongkong, Canton & Macao Steamboat Company, Limited.

Hongkong-Macao Line.

s.s. SUI-TAI, 1,861 tons, Captain W. A. Valentine.
s.s. SUI-TAI, 1,861 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays, Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain W. Reynolds. (At Dock).
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE HONGKONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAIKAM, 538 tons, Captain J. Wilcox.
s.s. SAIKAM, 538 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

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Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents...
BRADLEY & CO., 4, Queen's Building, HONG KONG.

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Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs, net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs, net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
SINGULAR, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADAMANT CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

REMINGTON
TYPEWRITERS

ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS

Hongkong, March 7, 1906

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BIKES

REPAIR, EXCHANGE AND HIRE

THE DRAGON CYCLE CO.

Hongkong, February 16, 1907.

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

Univalued for Duplicating.

Writing in Sight.

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-
chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 1, 1907.

THERE IS NO DOUBT
THAT
ENO'S 'FRUIT SALT'
IS
NATURE'S OWN REMEDY

Also known as 'Fruit Salt' has been taken in the earliest stages
of disease it has in innumerable instances prevented a serious
illness. The effect of
your any disordered, sleepless, or feverish condition is simply
curious and unsurpassed. In fact it
is
NATURE'S OWN REMEDY

CAUTION.—Examine the capsule and see that it is marked ENO'S 'FRUIT SALT'.
Beware of cheap imitations. The name of the manufacturer is
ENO'S 'FRUIT SALT' WORKS, LONDON, S.W.

SOLE AGENTS FOR HONGKONG AND SHANGHAI:—
J. C. ENO, Ltd., 11, PRINCES BUILDINGS, HONGKONG.

WELLINGTON
KNIFE POLISH

JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON

TRADE MARK

PREVENT CORROSION IN CLEANING
AND INJURY TO THE KNIVES

Best for cleaning and polishing
cutlery, razors, and all kinds of
knives and blades.

TRADE MARK

JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON

BRETEL FRÈRES' BUTTER - THE BEST IN THE WORLD
To be had in all respectable wholesale and retail revision Import Houses.

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'
Which applies to all Branch Offices.

Al, A B C 5th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.

BRANCH OFFICES:—
NAGASAKI, MOI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
OHIOKANG: MESSRS. GAZARD & Co
MANILA: MESSRS. MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shinjoh, Nanzatsu and Kami
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 25, 1906.

WILLIAM FOWELL, LIMITED.

THE SIXTH ORDINARY YEARLY
MEETING of SHAREHOLDERS
in the above named Company will be held
at the COMPANY'S OFFICES, Alexandra
Buildings, on SATURDAY, October 12th,
1907, at 12 o'clock Noon, to receive the
Report and Statement of Accounts for the
year ending June 30th, 1907, and to elect
Directors.

By Order of the Board of Directors,
HARRY EYRE,
Manager.

Hongkong, October 4, 1907.

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY
YEARLY MEETING of Share-
holders in the above Company will be held
at the COMPANY'S TOWN OFFICE, 2, Lower
Albert Road, Hongkong, on MONDAY,
the 14th October, at 12.30 P.M., for the
purpose of presenting the Report of the
Directors and Statement of Accounts to
31st July, 1907.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 11th to
the 13th October, 1907, both days inclusive.
By Order,
M. MANUK,
Acting Secretary.

Hongkong, September 21, 1907.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY
MEETING of SHAREHOLDERS
will be held at the Offices of the Under-
signed at 12.30 P.M., on FRIDAY, the
26th instant.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 11th to
the 25th October, both days inclusive.

By Order,
ARDINE, MATHESON & Co., Ltd.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
Hongkong, October 8, 1907.

1613

PATELL & CO.,

SHAMBEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.

New Twin Screw Steamer, Capt. J. McGINTY

Leaves Hongkong for Canton at 9 P.M. on

MONDAY, WEDNESDAY & FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on

TUESDAY, THURSDAY & SATURDAY.

Fare 1st-Class \$3 single passage.

Meals \$1 each.

Also

SPECIAL EXCURSIONS TO MACAO

on SUNDAY

Leaving from Hongkong at 9 A.M.

Returning from Macao at 5.30 P.M.

Fare 1st-Class \$1.50 single passage.

2nd-Class .80

3rd-Class .40

Meals \$1 each.

Servants' passage must be paid for.

CHEUNG ON STEAMBOAT CO., LTD.,

No. 222, Des Voeux Road Central,

Hongkong, September 18, 1907.

1512

CAMPBELL, MOORE & CO., LD.

Hair Dissers, Wig Makers

and Perfumers.

ELECTRIC MASSAGE

(SEE OR SOAP)

at the Site or elsewhere by special

arrangement.

Hongkong, September 2, 1907.

1416

SAVARESSE'S

SANTAL

CAPSULES

Prepared by Dr. J. Savarisse, Chemist,
Full Directions, and Instructions,
and for SAVARESSE'S

A SPECIAL SALE

WILL BE HELD AT THE

ITALIAN CONVENT

on behalf of the

POOR ORPHANS,

on the 10th, 11th, 12th instant, at 2.30 P.M.

OF Ladies and Children's Underclothing,
Dress, and other useful and Em-
broided articles suitable for birthday
presents, etc.

The Suppers hopes to receive and
merit a large share of public patronage.

ITALIAN CONVENT,
25, CANAL ROAD,
HONGKONG, October 4, 1907.

1606

LOST.

OFF KAI CHAU

One Whitehead Torpedo

THE EMPRESS-DOWAGER.

An American Appreciation.

Writes the Iowa "Telegraph Herald":

—Other nations of the world that have

been predicting, with either hope or fear,

the early awakening of China, may look

for a speedy fulfillment of the prophecy if

the announced abdication of Tsi An, the

Dowager Empress, at the beginning of the

Chinese new year is verified by the fact.

The abdication is warranted, for rumours

of her abdication have been rife for years

and at times seemed to have been justified,

but the strong-minded old woman has al-

ways refused, at the critical time, to step

aside and allow others to manage the affairs

of the Chinese government. The present

announcement, however, bears all the

marks of authority and widespread

satisfaction will, follow, if she keeps her

promise to yield the reins to the legitimate

emperor, Kwang Su.

The civilized world doubtless rates Tsi

An below her just measure, for in many

respects she is the most remarkable woman

in history. For half a century she has

ruled an empire of 400,000,000 people with

an iron hand, brooking no opposition,

elevating puppet emperors and pulling

them down at will, defying all the powers

of Europe, watching them in intrigue and

diplomacy, keeping her nation in a state of

nonprogressiveness, keeping off liberal heads

as they appeared and, all in all, making a

record unparalleled in history. She was

of lowly origin, a slave girl who became a

royal concubine in the palace and rose to

be the power behind the throne of the

Manchus; finally, upon the death of the

emperor, assuming power and authority

never before possessed by any Chinese

ruler. A few to national progress, she

wrested the throne from Kwang Su, the

right-hand emperor years ago because he

had become impressed with the necessity of

instituting reforms that did not suit her

ideas. She is suspected of being responsible

for the bitter uprising of seven years ago,

and it was the failure of this movement

that first weakened her remarkable power

over the Chinese people. Every step toward

progress since that time has been over her

opposition.

The development of China with the

retirement of Tsi An should be rapid.

The nation is already awakening from its

long lethargy to the possibilities of progress

along modern lines. It has a civilization

of great antiquity, a literature and a

philosophy older than Confucius and

Mencius. The Chinese people are

temperate, patient and industrious, with

every promise that they will be quick to

catch step in the march of civilization as

soon as they are relieved of the coercion

of the throne.

"Is it love?" asked the doubter. "I

love and her hair, her eyes: I seek her

out on all occasions. I am content to hold

her hand for hours at a time. I find a

heretofore unknown rapture in her smiles

and kisses. But is it really love?" "I

should judge," replied his prosaic friend,

"that it ought to be." "Ah, but is it?"

"Well, I can tell you how to find out."

"How?" "Marry her."

SAVARESSE'S

SANTAL

CAPSULES

Prepared by Dr. J. Savarisse, Chemist,
Full Directions, and Instructions,
and for SAVARESSE'S

A SPECIAL SALE

WILL BE HELD AT THE

ITALIAN CONVENT

on behalf of the

POOR ORPHANS,

on the 10th, 11th, 12th instant, at 2.30 P.M.

OF Ladies and Children's Underclothing,
Dress, and other useful and Em-
broided articles suitable for birthday
presents, etc.

The Suppers hopes to receive and
merit a large share of public patronage.

ITALIAN CONVENT,
25, CANAL ROAD,
HONGKONG, October 4, 1907.

1606

LOST.

OFF KAI CHAU

One Whitehead Torpedo

Intimations.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU.....1900 tons, 14 knots.

S.S. CHARLES HARDOUN, 1900 tons, 14 knots.

Departure from Hongkong at 9.3 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

The Company's Wharf is at the end of Wai Lok Street (Tram Station).

CANTON AGENTS:—Messrs. E. PASQUET & Co.

For further particulars, please apply to
Hongkong, September 16, 1907.

BARRETT & Co., Agents.

1475

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRA.

A. F. DAVIES, Manager.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

VERY FINE PANORAMIC VIEWS OF HONGKONG.

8A, QUEEN'S ROAD CENTRAL.

1123

NOTICE.

WE have this day established ourselves

under the name and style of H.

ORUZ & CO., General Import and Export

Merchants and Commission and Shipping

Agents, at Nos. 15, 16 and 17, CORNAVAL

ROAD.

H. ORUZ & CO.

Hongkong, September 16, 1907.

1493

CHIEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

POWELL'S

ALEXANDRA.

BUILDINGS.

Now Clearing at
ConsiderablyREDUCED
PRICES

THE REMAINDER OF

THEIR STOCK

MUSLIN

BLOUSES.

SUNSHADES

AND

WASHING

SKIRTS

An Early Call Solicited.

Wm. POWELL, Ltd.

LADIES OUTFITTERS.

HONGKONG.

THEATRE ROYAL
CITY HALL.

FOR A SHORT SEASON ONLY.

THURSDAY, OCTOBER 17th.

- THE -
BANDMANN
OPERA CO.

50 LONDON ARTISTES 50

Will present the following latest London
Successes, most of which will be staged
for the first time in Hongkong.THURSDAY, OCTOBER 17th.
The great Gaiety Theatre Success
"THE ORCHID."FRIDAY, OCTOBER 18th.
The latest of the present London Season
"THE NEW ALADDIN"
at present occupying the Gaiety Theatre,
London.SATURDAY, OCTOBER 19th.
The brilliant and novel comedy
"SERGEANT RICE OF THE
O. DIVISION."MONDAY, OCTOBER 21st.
The beautiful Comic Opera
"AMARIS"
from the New Theatre and Criterion
Theatre London.TUESDAY, OCTOBER 22nd.
Sydney Jones' Masterpiece
"THE GEISHA."WEDNESDAY, OCTOBER 23rd.
Sydney Jones' successful musical comedy
"THE HEARTY OF BATH."THURSDAY, OCTOBER 24th.
The screamingly funny musical comedy
"THE GAY PARISIENNE."FRIDAY, OCTOBER 25th.
The highly successful musical comedy
"THE DAIRYMAIDS."SATURDAY, OCTOBER 26th.
George Edwards' superb production
"THE GIRL ON THE STAGE OR
THE LITTLE CHERUB."MONDAY, OCTOBER 28th.
The great Apollo Theatre success
"MR. POPPLE OF IPPLETON."TUESDAY, OCTOBER 29th.
The Rags of London and New York
"THE BELLE OF MAYFAIR."WEDNESDAY, OCTOBER 30th.
The sparkling satirical comedy
"LADY MADCAP."THURSDAY, OCTOBER 31st.
The sparkling Chinese Comic Opera
"SEE! SEE!"
Music by Sydney Jones, composer of The
Geisha.FRIDAY, NOV. 1st. LAST NIGHT.
"THE SPRING CHICKEN."Box Plan NOW OPEN at Messrs S.
MOUTRIE & CO., LD.

Hongkong, October 1, 1907.

S. MOUTRIE & Co.,

LIMITED.

THE NEW MODEL

AERIOLA
PIANO
PLAYERTHE LATEST CREATION
OF THE
ORCHESTRELLER CO.This perfect Model of Me-
chanical Genius can be heard
at our Show Rooms daily.Price \$425
FOR HIRE OR PURCHASE.The latest Comic Opera's, Piano-
Auto Pieces, and Songs
always in stock.Tuning and Repairing a
Speciality.S. MOUTRIE & Co., LD.,
FORE BUILDINGS, CHATER ROAD,
HONGKONG, April 16, 1907.A. S. WATSON
& Co., Ltd.

E

WATSON'S

CELEBRATED

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

A PURE MALT

WHISKY

OF

GENUINE AGE

VERY FINE

AND

MELLOW.

PER CASE.....\$15.00.

A. S. WATSON & CO.,
LIMITED,

WINE & SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS.

Hongkong, July 27, 1907.

MEMOS FOR TO-MORROW.

Meeting.
12.30 p.m.—Meeting of Hongkong &
Kowloon Wharf & Godown Co., Ltd., at
Messrs Jardine, Matheson & Co.'s
Office.Auction.
2.30 p.m.—Auction of Household Furni-
ture, &c., at Mr Geo. P. Lammer's
Sales Rooms.Miscellaneous.
Goods per Delhi not cleared at 4 p.m.
on this date subject to rent.
Goods per St. George undelivered after
noon on this date subject to rent.

General Memoranda.

FRIDAY, October 11.—
Transfer Books of Canton Insurance
Office, Ltd., close from this date to 25th
Oct., inclusive.SATURDAY, October 12.—
Noon—Meeting of William Powell, Ltd.,
at Co.'s Office.
Goods per Persia undelivered after this
date subject to rent.MONDAY, October 14.—
12.30 p.m.—Meeting of The Dairy Farm
Co., Ltd., at Co.'s Town Office.
2.45 p.m.—Auction of Household Furni-
ture, at the "Chalet," Mount Kellett,
the Peak.
9.15 p.m.—Concert on the Volunteer
Parade Ground.THURSDAY, October 17.—
9 p.m.—Performance at City Hall.FRIDAY, October 25.—
12.30 p.m.—Meeting of Canton Insurance
Office, Ltd., at Messrs Jardine, Mathe-
son & Co.'s Office.

The China Mail.

HONGKONG, TUESDAY, OCTOBER 8, 1907.

AERIAL NAVIGATION

Probably no Government body is so per-
sistently and so wholeheartedly advised
as the British War Office. Whenever
the announcement is made that some
other country has adopted an improve-
ment of any kind in armament the
critics commence to accuse the War
Office of incompetence, supineness, in-
fidelity. It must be admitted that such
criticism has in a number of instances
been justified. The War Office has
been shown to have been swaddled in
and type to such an extent that reforms
were slow in coming and abuses
flourished undisturbed. Evidence seems
now to be forthcoming that the reorgani-
sation of the War Office after the Boer
War has given a fresh impulse to those
who are entrusted with the control of our
military affairs. Our special cablegram
today describing the unprecedented
flight of the new air-ship shows that in
reference to the latest appliance for carry-
ing out warlike operations Great Britain
has kept pace with the Continental
nations, if she has not stolen a march on
them. It is impossible with the meagre
information available to declare defini-
tely that the British air-ship is superior to
those with which the French and Ger-
man Governments have been experi-
menting but the terms used by our
London correspondent in his cablegram
suggest that this is so. At all events it is
evident that the new air-ship is as much
under the control of its officers and crew
as are the vessels of the Navy proper.

Of course it may be that this wonderful
flight took place in a dead calm but
nevertheless it stands out as a fine per-
formance even if the conditions in which
it was made were ideal. The preliminary
obstacles seem to have been overcome.
But it will probably be a long time
before Tennyson's vision of aerial navies
grappling will be an accomplished fact.
As long as gas is used as the lifting
power it will be next to impossible
to mount guns on these air-ships. The
danger of explosion would be great and
it is doubtful whether the delicate bal-
ancing mechanism would stand the con-
cussion. On the other hand for scouting
purposes they will be invaluable.
Bodies of troops in broken country
can conceal themselves so effectively
that the most keen sighted scout on
terra firma could not locate them.
But when that scout can make a
leisurely survey over more than thirty
or forty square miles of country and
can see into ravines and behind hills
concealment will be impossible. Of
course it is to be anticipated that a
few years from now every army of any
consequence will have these auxiliaries
and that "affairs of outposts" may
occur in the middle heavens. It is
also possible that a new arm will be
devised for which the propelling power
will be compressed air or something

of the kind to enable the aerial scouts
to engage each other without danger
of the weapon being more fatal to
themselves than to their adversaries.
A great vista of possibilities is opened
up but we are disposed to think that
there will be no wholesale revolution
in the art of warfare for a long time
to come. When we consider the length
of time it has taken steam propelled
vessels to displace sailing ships, which
by the way are not displaced yet, we
have reason to suppose that it will
take quite as long, if not longer, for
aerial navies to displace the marine
fighting ships of to-day. But apart
from that we feel that the War Office
deserves ungrudging praise for its
demonstration of its ability to move
with the times and the confidence
evoked by their success in aerial naviga-
tion will do much to lift from it the
weight of distrust and disapproval
under which it has laboured for so
long.

Exchange is at its old tricks. It
has been falling since the beginning of
the month as if it were consumed with
anxiety to find a less exalted level.
On October 1 it stood at 2/2 1/2. The
next day it was 2/2 and there it re-
mained until the 4th when it dropped
another sixteenth. It marked time on
the 5th but on the 7th it slid down to
2/2. To-day it stands at 2/2 1/2. In
other words it has fallen nine-sixteenths
since the beginning of the month.
If the man in the street is asked the why
and wherefore he looks wise and says
nothing. Which is perhaps the most
discreet course since no one appears to
be yet able to give a completely
satisfactory explanation of the vagaries
of Exchange.

The value of a "clean" judiciary is
thoroughly realised in most countries
and in consequence no objection is
ever raised even by the most par-
simonious Parliamentarian to large
appropriations for the emoluments of
judges. Japan is now apparently real-
ising that a cheap bench is an expen-
sive luxury. We learn from the "Japan
Chronicle" that the Japanese Govern-
ment has at last decided to increase
the salaries of judges, and the neces-
sary estimate has been forwarded to
the Finance Department by the Ju-
dicial Department. Our contemporary
says that at first it was proposed to
increase the pay to that of the basis of
the salaries of Secretaries of local Gov-
ernments. By the recent amendment
of the Regulation of the official organi-
sation of local governments, the rate of
the salary of the secretaries has been
raised to ¥1,050 per annum on an
average, while the existing average
rate of the pay of Judges is only ¥930.
The Government finds it difficult to at-
once increase the judicial salaries to
the standard of the local Government
secretaries, and it has been decided to
increase the salaries to the previous
rate of the local Secretaries—¥1,300.
Even this rise will entail a total
increase of about ¥700,000 in the es-
timate. It comes as rather a shock to
learn that the existing rate of pay for
Japanese judges is £93 per annum or
about £1-18/- a week. This is not a
very opulent salary and it may explain
many things that are now puzzling to
foreigners. Even with a salary of
£130 a year a seat on the Japanese
bench would hardly appeal to the
average usher in a British court, that
is of course without taking into account
what can be made "on the side."

LOCAL AND COAST NEWS.

His Excellency Sir Frederick Lugard
has consented to become the Patron of the
Kowloon Cricket Club.

The Chinese Board of War intends to
despatch members of the Board to the
Hague to study military affairs.

The Chinese Government Council has
ordered the provinces to contribute
towards the expenses of the three
commissioners who are ordered abroad,
namely Tu Shiao, Wang Tshai and Yu
Shih-mei.

Wong Wing, a passenger on board the
ss. Shun Lee, was before Mr Melbourne
this morning for infringing the exclusive
rights of the Post Master General by
bringing letters into the Colony otherwise
than through the General Post Office; to
wit certain correspondence on the 8th
inst. He was fined \$100. The fine was
paid immediately.

SOCIAL AND PERSONAL.

The following telegram has been re-
ceived by the Colonial Secretary from the
British Consul at Newchwang:—"Free
pratique granted all arrivals"

As will be seen in our advertisement
columns the C. M. S. Baxter Mission
hold their annual sale of work in the City
Hall on 15th inst., from half past three to
half past six p.m.

Mr Wu Ting Fang, having accepted the
post of Chinese Ambassador at Washing-
ton, goes away shortly to Peking—thence
he proceeds to America.

Mr F. D. Cheshire, the U.S. Consul-
General-at-large in the East, goes to Aus-
tralia shortly. He is expected from Singa-
pore in a day or two.

Mr A. P. Wilder goes away for a short
vacation on Saturday. After travelling to
Swatow, Amoy, Fuchow, Shanghai and
Peking Mr Wilder will go on to Hankow,
and thence proceed overland to Canton.
During his absence Mr Stewart Fuller,
Vice-Consul, will take charge of the
Consulate.

On the 12th and 14th inst. the drama
"Roy Roy" will be played by the Kowloon
Dock Amateur Dramatic Company in the
Reading Room at the Dock. Great pre-
parations have been made and special
scenery painted. Launches will leave
Blake Pier at 8.15, returning on the fall
of the curtain, on the nights mentioned.

On the afternoon of October 14 the
leading members of the Chinese community
will be received by Lady Lugard at the
Government House. A number of
invitations have been sent out to European
citizens to meet their compatriots. Given
fine weather the gathering should be
interesting and entertaining.

To-morrow night a dinner will be given
at Government House to meet Lord Li,
the new Chinese Ambassador to Great
Britain. The guests invited are the Hon.
Mr F. H. May, Mr Justice Wise, Hon. Mr
E. A. Hewett, Mr F. A. Handland, Capt.
and Mrs. Lyons, Mr and Mrs Brown, Mr
Morano, Mr and Mrs Pereira, Dr and Mrs
Jordan, Dr and Miss Anders, Dr Ho Kai,
Mr Wei Yuk, General Broadwood, Capt.
Boulton, Commodore Stokes, Mr
Blanchflower, Mr W. R. M. de Parr, Mr
Fung Wah Chuen, Mr Lau Chai Pak, Mr
Ho Chai Sheng, Mr Swart, Mr and Mrs
Volpielli, Major and Mrs Chitty, Major
and Mrs Stephenson, Major Parker, Dr
and Mrs Tai, Lieut. and Comd. Banister,
Lieut. Comd. Darwall, Capt. de Horsey,
Lieut. Comd. Stevenson, Mr and Mrs
Pearse, Mr and Mrs Moxon, Mr Leung
Pui Kai.

AS OTHERS SEE US.

Holes in the Insurance
Ordinance.

The "Post Magazine and Insurance
Monitor" has something to say of the
Ordinance recently passed by the Hong-
kong Government, and remarks, first of all,
that it seems rather *infra dig* for a British
Legislature to introduce American instead
of English terms into its Ordinance. Se-
condly, a net premium valuation is no test
of solvency, and 4 per cent. is quite a
ridiculous rate to introduce, for at least
one of the companies which will come
under the provisions of this Ordinance
earned last year a rate of 6 1/2 per cent. on
the mean fund, with every prospect of a
considerably increased percentage in the
present year.

The Schedules have been somewhat al-
tered from their originals under the Board
of Trade Returns, calling for premiums to
be separated into those under new business
and renewals; the commission to be se-
parated in the revenue account into the
commission paid on new business and that
on renewals; and an item, "Claims Reser-
ved by the Company," introduced into the
balance sheet. This does not appear to
be quite just, seeing that companies making
returns to the Board of Trade are exempt
from these provisions, and will consequent-
ly be able to obtain information about the
Eastern companies which they themselves
do not have to supply. The whole
Ordinance suggests the hand of an Ameri-
can, and such changes as are made are on
the lines laid down by the American or the
Canadian Legislature.

There are one or two rather amusing
mistakes, as, for instance, where the
companies—although the Ordinance is
admittedly for those doing business ex-
clusively in Eastern business—are asked
to give separate statements for business at
other than European rates. The great
blot on the whole Ordinance, however, is
the introduction of a standard of solvency,
in spite of repeated statements made by
British actuaries that they would not
consent to this too wise provision, and
the losing of that standard of solvency on
an obsolete table, with a rate of interest of
4 per cent.

There were 376 Europeans and 143
Chinese visitors to the City Hall Library,
and 148 European and 2,051 Chinese
visitors to the Museum during the week
ended 6th October, 1907.

A QUICK AND SAFE REMEDY FOR
BOWEL COMPLAINTS.
TWENTY years ago Mr Geo. W. Brock
discovered that Chamberlain's Colic,
Cholera and Diarrhoea Remedy was a
quick and safe cure for bowel complaints.
"During all of these years," he says, "I
have used it and recommended it many
times and the results have never yet dis-
appointed me." Mr Brock is publisher of
the Aberdeen, Maryland, U.S.A., Enter-
prise. For sale by all chemists and store-
keepers.

NOTES BY THE WAY.

The Jews of Russia, Austrian, and
German Poland are interesting to those
who are only acquainted with the Jewries
of the Far West. The first things that strike
the casual observer are, firstly, that the
nose feature, which in Western Europe
habitually associates with the Hebrew race,
is by no means prominent, though the
general well-known facial characteristics
remain in subdual form; secondly, that
there are apparently two distinct stocks,
namely, the Red Jews and the Black
Jews. The Black are the more numerous,
and they are as often as not, decidedly fine
looking, not to say handsome men, not
unlike bearded specimens of the taller
Mediterranean people. The Red have
more prominent and less lustrous eyes, an
"Irish" mouth and jaw, and a more
plebeian appearance. Their hair runs
rather towards the curly than the
sandy as a rule, but bright red and pale
golden may occasionally be met with. All
the men allow the moustache, beard, and
whiskers to grow, but from the fact that
the head is always covered it is not quite
clear what is the rub on the crown.

The women, especially the older ones
wear wigs, and if the younger ones do not
follow the example always they at least
seem to tie a cord round the front. Even
at Hamburg it is not unusual to see Jewish
women with brown wigs. The Warsaw
male Jews mostly wear a black peaked
cap somewhat resembling a university
doctor's or a French advocate's—a cross
between a Russian military hat and a
Lancashire train conductor's. At Cossow
the men either wear top hats of elderly cut or a
curious black velvet high top hat, dis-
tinctly approaching the shape of a
Welshwoman's hat. Both at Warsaw and
Cossow the inevitable dress of the
unmarried male Jew is a black soutane
or "gaberdine" extending to the feet.
What takes place within this convenient
overall is not for outsiders to hazard an
opinion, but to judge from the glimpses
of cuff and collar and a "passion for clean
linen," as Doctor Samuel Johnson put it,
is not an unattractive feature. In fact there
is a snuggliness and a daintiness discernible
to the critical Christian eye, which will
therefore admit with difficulty that there
is such a thing as a smartly dressed Polish
Jew, however rich or worthy he may be.
The Warsaw men usually wear high Rus-
sian boots, as do most of the lower popu-
lation; on the other hand they rarely or
never affect the *Prish*, or temple ringlets,
which are a characteristic feature of their
Cossow brethren. In neither place did I
observe any "civilly dressed" up-to-date
Jew of the Western type associating on
intimate terms with the genuine local
article.

Out of the population of 750,000 in
Warsaw there are 160,000 Jews, and this
surely must be the great Hebrew fore-
gathering place in Europe. Not a single
Hebrew inscription is to be seen in the
streets, not even a single word *Kosher* over
the eating shops; from which it must be
assumed that the Russian government will
not allow it: even in the *Stroos Mysele*,
or "old markets," when the Jews
(except on Saturday) seem to buy
and sell in common with Christians, not
a Hebrew sign is to be seen. On
the other hand at Cossow, down by
the vitula (whose course was diverted a
few years ago just there) in the old
Ghetto region you may see Hebrews and
Polish signs figuring together everywhere.
So far as I could learn little Hebrew is
spoken; only *Schmeles Dutsch*, "Yiddish"
(i.e. Jiddish or "Jewish") is probably
meant.

In Posen the Germanised Jews living
in the midst of a population chiefly
Polish do not wear characteristic
clothes, but both here and at Breslau,
where also there are "Koselers" and
Jules they have recently built for them-
selves magnificent new Synagogues. The
demeanour of the Warsaw and Cossow
Jews is humble, but not by any means
cringing, consequently without presuming
or attempting to belong to Society they are
practically admitted to all municipal pri-
vileges, there being apparently a tacit un-
derstanding that old-fashioned Jews at
least should not travel first or even second
class, present themselves "white men's"
hotels or hustle their way along—in a
word that they should take a back seat
unless specially invited to mount higher.

The new fortifications at Cossow were
under completion when I was there in
July last, together with those of Heligo-
land. They will certainly make it ex-
tremely hazardous for any hostile fleet to
approach the mouth of the Elbe, for at best
there is barely three miles of intervening
space between those two points, and by no
means all of that space is deep water. The
only reasonable object to be gained by
raising this risk would be to block up the
Bismarck entrance to the Baltic Canal,
and thus prevent the manœuvring in safety
of the Kiel fleet; and its junction
with the North Sea fleet. The
difficulties are almost as great at Kiel,
where the Hottentot end of the Canal and
Kiel Hafen are still more strongly fortified,
though there is always a possibility of
damaging canal, arsenal, and fleet in the
Kiel Hafen by long fire from the sea. The
approaches to Danzig are on a very
different footing; the Vistula is a deep and
straight (at the entrance) but narrow and
easily defensible stream, carried a few
hundred yards out beyond the coast by
two protecting breakwaters, or wall works,
something like those at the Hook of
Holland. The distance from the sea
beyond the lighthouse at the point to the
arsenal and Schichau's building yard is
about the same as the distance from the
sea to the Kiel arsenal and Krupp's build-
ing yard.

THE TRUNK TRAGEDY.

JOSIE MARSHALL'S EVIDENCE.

The hearing of the charge of murder
against William Hall Adsett was continued
at the Magistrate's office this afternoon before
Mr C. D. Melbourne.

Mr Morrell appeared for the Crown and
Mr Harding for the defence.

Dr Macfarlane, Medical Officer in
charge of the Mortuary at Kowloon,
deposed that on August 7, a trunk was
brought to the Mortuary. It contained
the dead body of a female. The body was
on its side with the back towards
the front wall of the box. The legs
were bent up to the abdomen and the
head hung forward and downward,
and was more or less concealed by the
arms. The body was very much decom-
posed. A chemise was on the body and
two towels—marked Hongkong Hotel—
were in the box. Round the neck was a
belt, between which and the skin the
handle of a hair brush had been thrust and
there was one complete turn of the belt
round the handle, thus tightening the belt
round the neck. The mark of the belt
round the neck was from an inch wide in
front to a quarter of an inch behind.
There were no other external wounds to
be seen, but decomposition would have
hidden any others.

Mr Morrell—Except for the mark on the
neck were there any other marks of
external violence?—No.

Witness described the condition of the in-
ternal organs of the body, all of which were
very much decomposed. Witness could
not say what was the cause of death, but
thought the hand round the neck could
have caused death; he could find no other
possible cause of death.

Witness was present at the Mortuary
Chapel at the Colonial Cemetery on August
15, when the body was in a coffin.
By that time the swelling of the body had
gone down somewhat and the features, be-
ing less swollen, were more recognisable.
In addition to representatives of the police
a woman, who said her name was Josie
Marshall, was present and she identified
the body as being that of Gertrude Dayton.

Witness took certain portions of the
internal organs and sent them to the
Government Analyst to examine for traces
of poison.

To Mr Har'ing—The woman was about
5 ft. 8 in. in height, as near as he could
ascertain. It was extremely unlikely that
the strangulation had been suicidal, though
there were two reported cases of such dur-
ing the last fifty years.
Police Sergeant Watt gave evidence as
to answering a summons, and bearing
the Montague then in No. 1 Deck at
Kowloon. He had the body taken to the
Kowloon Mortuary and he saw Dr Mac-
farlane remove the body from the box.
He identified the hand found round the
neck and the hair brush. A man's night-
shirt was over the body in the box
marked with an initial, either "I" or "T,"
a woollen glove and the chemise were also
put in as exhibits. When the body was
in the mortuary—after it had been examined—
Josie Marshall walked up to the coffin and
looked in, said—"Yes, that's Gertrude
Dayton."

Josie Marshall—a single woman—
was then called. She arrived in Hong-
kong on August 9 and was living at
No. 18 Hollywood Road. She had known
Gertrude Dayton for almost four years.
She also knew the accused—his name was
Walter Adsett. She had seen the accused
and Gertrude Dayton together. They both
left Manila on July 31 by the steamer
Eastern. Witness had not seen Gertrude
Dayton alive since that date, but she
had since seen the body of Gertrude
Dayton. She recognised the body as that
of Gertrude Dayton by the gold fillings
in the teeth, by the abnormally large front
teeth, by her arms, and by her long fingers
and pointed nails. Witness had lived
with Gertrude Dayton for two years and
three months. She was perfectly certain
the body was that of Gertrude Dayton.

Mr Morrell—Had Gertrude Dayton any
jewellery?—Yes, quite a little.
Mr Morrell—She means quite a lot. Can
you identify that jewellery?—Yes.

Certain articles of jewellery, some
marked "Gertrude," were shown to wit-
ness, which she identified as belonging to
Miss Dayton.
Witness was visibly affected when the
dead woman's suit case and a blue skirt—
the kind of which was found round
Gertrude Dayton's neck—were produced
in Court, her eyes filled with tears as she
testified to them being the property of
the dead woman.

Fourteen postal orders were put in, made
payable to Gertrude Dayton's sister.
Mr Harding cross-examined witness as to
the number of gold-filled teeth possessed
by Gertrude Dayton. There were three
on the left side of the mouth at
the top, but witness could not say
how many on the upper right half of
the jaw, or in the lower set. She did not
know whether accused left Manila with the
deceased as husband and wife.

The Court adjourned until to-morrow at
2.15 p.m.

BOUND EAST.

H. M. S. Amphitrite, 1st class cruiser,
left Hong Kong on October 1 with reliefs for
H. M. S. Kent, which has been
recommended for further service on the
China Station. Whether the Amphitrite
will come on to Hongkong, or discharge
the Kent's crew at Singapore is not yet
known locally, though it is surmised she
will come right on to Hongkong. The
Amphitrite is 11,000 tons displacement,
435 ft. in length, 59 ft. in breadth and 25 1/2
ft. in draught. She carries 16 six-inch
guns, 14 twelve-pounders, 3 three-pounders,
and 8 machine-guns. Her speed is 20.75 knots,
and her complement of officers and men
677.

BY TELEGRAPH. BY TELEGRAPH.

AERIAL NAVIGATION.

Pronounced British Success.

Airship Circles Above London.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, October 7. Further experiments with the War Office airship have demonstrated that the question of aerial navigation has been solved.

The airship left Aldershot on Saturday morning and proceeded to London without mishap.

After circling about St. Paul's Cathedral the airship was headed for the War Office and the army and Army Councils rushed out to meet the spectacle.

The vessel was then manoeuvred above Buckingham Palace and descended at the Crystal Palace.

The greatest excitement prevailed throughout London. Thousands of people thronged the streets and the airship was the centre of attraction.

THE AMERICAN COTTON TRADE.

LONDON, October 7. Secretary Straus, addressing the Cotton Manufacturers' Convention, referred to the growing importance of American trade with the so-called Yellow Races, and warned the country not to build up the tariff walls too high.

Mr. North, the Director of the Cotton Bureau, forecasts the general intensification of competition.

BRITISH COLUMBIA.

Oriental Exclusion League Formed.

LONDON, October 6. At a mass meeting in Victoria, British Columbia, it was decided to form a branch of the Oriental Exclusion League.

MOROCCO.

Ominous Tidings.

LONDON, October 6. Reuter's correspondent at Mazagan wires that 2,500 fresh volunteer horsemen have joined Mulai Hafid.

At Marakesh, Mulai Hafid's followers are so numerous that they cannot all be armed.

A French Protest.

LONDON, October 7. The Socialists of Paris at a meeting protested most strongly against the Moroccan expedition, which they declared was tempting Germany to provoke an European war.

OBITUARY.

LONDON, October 7. The death of Lord Brampton is announced.

BILLIARDS.

LONDON, October 7. Weiss defeated Roberts on the new Arcival billiard table, by 14,000 to 12,534.

For the first time the Rosary Church at Kowloon celebrated on Sunday the feast of the "Blessed Rosary" with great solemnity, and a great number of people was attracted to that spot. Solemn High Mass was officiated by the Rev. Father Superior of the Mission Etrangers, assisted by other priests, and at 6 o'clock a brief and appropriate sermon was delivered by the Rev. Father Spada. The Hongkong Cathedral Choir under the leadership of Mr. O. Baptista, sang during the service. At 6 p.m. a large crowd of people surrounded the little church to witness the imposing procession, and it is calculated more than one thousand people were present, notwithstanding the great number of those who went to Meas for the same feast. The Rev. Fr. Gabardi delivered an eloquent sermon based on the excellency and importance of this devotion to the Blessed Rosary, and the service terminated with the Benediction of the Blessed Sacrament. The Kowloon Choir sang during the evening to the great appreciation of all present. The Star Ferry boats were crowded between 4 and 7 p.m. with visitors from Hongkong.

MR. TAFT.

Arrives in Shanghai.

(From Our Correspondent.)

SHANGHAI, October 8. Mr. Taft, U. S. Secretary of War, arrived here at noon to-day.

The opening of the Y. M. C. A. and the reception took place according to programme, but the functions were marred by a downpour of rain.

HONGKONG ARRANGEMENTS.

Mr. Secretary Taft is expected to arrive in Hongkong on Friday morning next, and most probably he will land about 9 o'clock, coming ashore on the Victoria. He will be the guest of Sir Frederick and Lady Lugard during his short stay in the Colony, but at noon he and his party will attend a dinner to be given by Mr. Amos P. Wilder, the U. S. Consul-General, at Tung Tien-lan to meet the leading Chinese citizens.

On Friday afternoon between 4 and 6 o'clock Mr. Wilder will give a reception at the Hongkong Hotel, to which a large number of local residents have been invited.

The transport McClellan will come over from Manila to convey the Secretary to the Philippines, and will leave here on Saturday.

Three American gunboats will probably be in port when Mr. Taft arrives at the Whimington, expected from Shanghai, the Elcano from Amoy, and the Cathartes from Canton.

LEGISLATIVE COUNCIL.

A meeting of the Council will be held on Thursday, October 10, at 2.30 p.m., when the Hon. Attorney General will move the second reading of the Bill entitled An Ordinance to amend the Law relating to Companies, and the second reading of the Bill entitled An Ordinance to limit the imposition by public exposure in the streets.

The Hon. Colonial Secretary will move that the Council go into Committee on the Bill entitled An Ordinance to apply a sum not exceeding Four million nine hundred and ninety-two thousand nine hundred and fifty-three Dollars to the Public Service of the year 1908.

The Hon. Attorney General will move that the Council go into Committee on the Bill entitled An Ordinance to provide for the appointment of Public Notaries within the Colony; and will move the third reading of the Bill entitled An Ordinance to prevent the Publication of Seditious Matter.

BIG ARMED ROBBERY.

Market Town Looted.

The market town of Hop Shui, in the Kowloon county, in the Shiu Hing prefecture, has been the scene of a big and awful robbery. Some robber leaders attired themselves as military officers, and went into the town with a good deal of baggage. They carried arms, and wore full military dress. However, this was only to see whether the way was open for the attack. Everything was favourable. Presently, from all quarters, a big crowd of robbers burst into the town. There was no one who was able for a moment to attack the robbers or even protect their own houses. It is said that practically the whole country town was at the mercy of the brigands for some hours. They therefore looted and attacked all the best shops and all the banks.

Everything that was of value they simply helped themselves to or wantonly destroyed. The silk shops and shops which sold foreign stores were thoroughly cleaned out. Meanwhile the robbers did not hesitate to use their revolvers, and about ten of the villages were wounded either accidentally or purposely. When the robbers had put together all the property they cared to remove, they then laid hands on several of the leading townsmen, and bound them together. These they then, notwithstanding their shouting and screaming, carried off with them, and now one knows where they have gone or how to get at them. Of course later on there will come letters offering freedom for those captured in lieu of a certain sum of money.

The booty that the robbers had been able to get was all the larger because the day preceding had been market day, and, therefore, a large number of persons had been to the market town to buy things, and there had not yet been time for the shopkeepers to take their money to any place of safety.

It is said that many tens of thousands of dollars' worth of property have been looted. There is as yet no news as to who the robbers were, nor any statement as to what the townsmen did to make the matter known to the officials. Probably they care little to exert themselves in this matter for, as a rule, this means that there is more amity than anything else, and not seldom more expense without any compensating gain.

HOTEL GUEST: "What's the matter with this chicken?" Waiter: "It isn't the chicken's fault, sir; you ought to have some last week."

SPORTING.

GOLF.

THE ROYAL HONGKONG GOLF CLUB. The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from October 5 to 7. The following cards were handed in:

CAPTAIN'S CUP.	
Mr H. W. Slade	85-12-73
Mr E. V. D. Parr	85-8-77
Mr J. Clark	79-1-78
Mr P. Tester	89-18-80
Mr H. N. Dunblin	81-8-81
Mr D. B. Murray	94-12-82
Mr A. Morley	93-16-82
Mr K. F. Mackay	90-5-80
Mr H. Pinckney	95-10-80

MAY CUP.	
Mr D. E. Clark	90-17-73
Mr P. K. Kuyvet	114-27-87
Mr H. G. Moore, R. G. A.	116-20-90

(19 entries.)	
Mr H. W. Slade	85-12-73
Mr T. S. Forrest	74+2-70
Mr E. V. D. Parr	85-8-77
Capt. E. Redman	98-18-80
Mr D. B. Murray	94-12-82
Mr H. Pinckney	95-10-80

FOOTBALL.

OPENING THE SEASON.

On Saturday afternoon the Hong Kong Football Club's Association team will open the Football season with a match against H.M.S. Kent.

Though the date for opening the six-sided competition has passed those who have neglected to send in their names have still time to do so, if they desire to be put on the list of reserves.

Teams will be picked the week and a start in all probability will be made on Monday next.

THE BURNT JUNK.

The cargo boat which caught on fire yesterday had considerable difficulty. In a blazing mass it was first towed to Stonecutter's Island in the belief that it would quickly burn itself out. It did not. The flames raged so though they were burning from a hole in the water. They seemed to be going on indefinitely and the water police took the fire in tow before and ultimately anchored it at the harbour side of Chungking. Still there was no diminution in the intensity of the flames, and like the famous brook, they seemed to be prepared to go on for ever.

The police allowed the flames to remain in the sight of Hongkong citizens until some time after eight o'clock when the fear that the change of tide would carry the burning oil up the harbour, should the shell of the boat suddenly sink, inspired them to move more than the tow and haul it behind Chungking, to a small bay where it was allowed to flame the heavens, for some time longer. It finally burnt itself out at about 2 a.m.

The oil was consigned to the Tai Kwong Light Company, of Queen's Island.

AMOY NEWS.

(From Our Correspondent.)

MIS-DEEDS.

AMOY, October 2. The American gunboat Elcano, Captain Jayne, and the German gunboat Tiger, Captain Alcock, came in here on 30th September.

These are the first warships we have had in for quite a long time, since 24th August in fact.

FETTERED.

Yesterday afternoon was the scene of a truly magnificent display from the Chinese point of view, the occasion being the funeral of Mr. Lim Se Foo, who died some two years ago at the age of 72. Great difficulty had been found in securing a grave suitable for so rich a man, and the deceased had been kept in a coffin in a special room of his house for this long period until a grave had been obtained. A procession of eight steam launches, each hauled by at least two big junks, made its way up the harbour about 4 p.m. on Wednesday afternoon on its way to Chih-Be. Then everything has to be transferred to smaller boats to be carried up to the City of Chung-chow, near which place the body is to be finally interred. It was a most impressive sight to see this long line of launches, junks, house boats, and sampans winding its way up the harbour. The cost of the funeral is estimated at \$200,000, and the number of people that travelled up between two and three thousand.

Mr. Lim Se Foo was a diamond merchant in Tamsui, Formosa.

Mr. A. Coghill, of Messrs. Douglas, Laing and Co., has been appointed Pilot in the place of the late Captain James. We congratulate Mr. Coghill heartily on his succession to this responsible position, and wish him good luck.

PROMPT RELIEF FOR A SPRAINED ANKLE.

SOME time ago I sprained my ankle very badly on a loose stone," says Mr. Geo. Stevens, who lives near Durban, Natal. "A neighbour gave me a bottle of Chamberlain's Pain Balm with which I rubbed my ankle and then bound it up with a cloth saturated with this remedy. I was surprised next morning to find the swelling gone, but still very sore. I used the Pain Balm faithfully during that week and the sprain gave me very little trouble. We have used this remedy on our family several times since, and have never been disappointed in getting quick relief. I consider it the best household liniment on the market." For sale by all chemists and store-keepers.

SPORTING NOTES FROM HOME.

(Our Special Letter.)

LONDON, September 6.

We have enjoyed quite a boom in swimming during the last ten years and for which we owe much to over-sea swimmers. It was the advent of the brothers Cavil, of Sydney, which started the ball rolling, and since they showed their ability here we have seen such experts as F. C. V. Lane, of Australia, C. E. Daniels, of America, and Z. de Halmay, of Hungary. These splendid swimmers have gained quite a measure of success in this country, Lane, de Halmay and Daniels having won our 100 yards championship while Lane has also secured at 220 yards (three times) and in the quarter mile salt water championship. De Halmay recently added his name to the list of 220 yards champions and Daniels figures as the 100 yards record holder. Then we find Percy Cavil as a winner of the 440 yards salt water championship and the long distance championship, while his brother Dick won both the 440 yards salt water championship and the 880 yards championship. This does not finish the list either for B. Kieran, who has unfortunately solved the great problem, won championship honours at 220, 440, 500, and 880 yards, and C. Healy gained honours at 220 yards last year. This is a fairly long list and at no other branch of sport have visiting champions gained such a big proportion of success in blue ribbon events. Moreover, their success has not been due to a question of coming when we were weak, but rather to brilliant swimming. Australians and Americans have brought the "cramp" stroke down to a science and this is certainly an improvement of the trudgeon stroke for distances up to perhaps nearly a mile.

English swimmers are, of course, hard at work on the newest form of sprint swimming and soon perhaps we may turn out a record breaker at the 100 or 220. Our champions still appear to be a bit too good at the "mile" and upwards, where their superior stamina comes into play.

This provides sportmen with an interesting problem and what is happening in the swimming world is just the same as we find in running and cycling, wherein Americans and foreigners have often beaten our cranks at sprint distances, though our long distance stars are still able to hold their own and a bit more. There is something to be learned from all this and it is the value of paying attention to detail. If our short distance cranks will strive constantly to perfect and improve on the present styles and also aim to go one better we shall regain some lost ground. Perhaps no brand of athletes shows the results of new methods more than hurdlers, at which the modern American method has led to the record being reduced from 16 seconds to 15 1/5 seconds. To return a moment to the boom in swimming, however, this appears to be on the increase, and the 100 yards championship to-morrow at Manchester will be the biggest international race ever decided over the distance. There are six entrants and they represent six different nationalities, viz., C. M. Daniels (America), Z. de Halmay (Hungary), P. Radmilovic (Wales), J. H. Derbyshire (England), J. Tartakover (Australia) and G. S. Dockrell (Ireland). This is indeed a remarkable entry and the race promises to be a memorable one.

De Halmay and Radmilovic recently beat Daniels in the 220 yards championship, while the Hungarian also lowered the 150 yards record a week ago. The American, therefore, will be hard put to it to retain his title. Still he is the record holder and on paper, ought to win, while the writer fancies the others will finish in the order given.

CYCLING.

Durragan, of France, has been at the top of the tree for some time as a page follower, but recently it looked as though Verbeke, of Belgium, would seriously trouble him. The latter did manage to score over the World's champion and in that record time, which led to a return match over 100 kilometres at Antwerp, last Sunday. This time Durragan was splendidly paced by Andre, with the result that he left the Belgian thirteen laps behind at the finish. This shows the Frenchman to be riding very well, indeed, and A. E. Wills, of England, will next to do something like to beat him in their match at Paris, on Sunday. All students of form understand that what an important item the pacing is, and in no matter how good a rider a man may be, he cannot hope for success unless well served by his pacer. Home sportsmen had big hopes from the Barnes-Wills combination, following the really remarkable manner the former beat all the best of the Continental motor cyclists about a year ago and earned the name of "Dare Devil" Barnes. The Canning Town man, however, has found an easier game, viz., as chauffeur to a wealthy American. Wills is just the kind to make a good pace follower and if he gets well suited in the matter of a pacer he will trouble the best of the continental cranks.

Though Faint, the World's professional sprint champion, proved no match for "Major" Taylor towards the end of the latter's stay in France the Frenchman was easily the best of the competitors for the European championships at Brussels on Sunday. H. Mayer, of Germany, and Van den Born, of Holland, being his most troublesome rivals.

A SAFE GOLF MEDICINE FOR CHILDREN.

IN buying a cough medicine for children I never be afraid to buy Chamberlain's Cough Remedy. There is no danger from it and relief is always sure to follow. It is especially valuable for colds, croup and whooping cough. For sale by all chemists and store-keepers.

THE AIRSHIP IN WARFARE.

The First of Britain's Aerial Fleet.

[By Major H. Baden-Powell.]

In view of the Calligram published elsewhere announcing the successful trial of Great Britain's airship the following article from the "Oversea's Daily Mail" will be of interest:

That immense strides have been made by the British military authorities in the development of the airship as a useful fighting machine is undoubted. I have seen the airship under the care of Colonel Capper, which has just been built at Aldershot, but I cannot, of course, divulge the secrets of its construction. It is sufficient to say that I have seen the French and German creations of the same kind, and I think that we are not being left behind by the foreigners.

The French first brought out a dirigible balloon about 1882, which was a wonderful success, considering all things, but after working it for several years they dropped it for some reason, and have not done anything more with it until now. Probably they were unable to hit on means of improvement before. One thing that has made the possibilities greater in the matter is the coming of the petrol engine. Formerly trials were made with electric engines, which were very heavy and not too reliable. The lighter petrol engines, which are safe and easily constructed, have enabled great developments to be made. I was very pleased with the French airship that I saw. It is a beautiful and strongly made machine of good ship-shape style and not of the ginecreek, temporary character as many of them have been.

FLEET TO BE BUILT.

It is difficult to say if the British airship is as good as it is, but it is a proper trial. It may look all right, but for some reason or another it may be found that it will not go. From what I have seen and heard of it, however, I think it will be found to be satisfactory. We are going ahead, although we have not got much money to spend over the experiments, but what little we have is being well expended. Other ships are being laid down, and the trials will show us what can be done with them.

The largest airship is the German one of Count Zeppelin, which is over 400 feet long. It has two engines. Although it is of such an enormous size, it is quite correct theoretically, but in practice it is a big thing to manage. It has gone thirty miles an hour, but not much has been done with it lately. Building an airship is something like constructing an Atlantic liner with a small steamer built in advance from which to gain experience. The British airship is not built on the lines of that of Count Zeppelin. The latter is like a ship with a big frame, covered in with stuff to make it rigid, and there are several separate balloons inside. It is much larger than any others I have seen, and weighs several tons.

WIND CURRESTS.

The machines steer pretty well, but the wind of course is bound to affect balloons very largely, and their practical use would depend upon the direction of the currents. They are propelled in the same way as a steamer, but the great difference between a marine steamer and an airship is that the former seldom encounters a sea current running more than five miles an hour, whereas in the air the currents blowing twenty or thirty miles an hour are common. That is where the difficulty lies, and we must attain greater speed in order to stem the wind currents. I think it will be overcome. We get airships now which can be propelled at thirty miles an hour, and may reach fifty miles, but I do not think we shall go beyond that with balloons.

There is no doubt in my mind that the airship section will be the most important branch of the service eventually. We cannot foresee what is in the future, but if we get a machine of going up in any weather and with a speed of thirty or forty miles an hour—I think they will ultimately have an even faster—it would certainly have a tremendous effect not only on military but also on naval warfare.

Their first importance would lie in reconnaissance of an enemy's country. By their use we could learn exactly where the bodies of our fortifications and get plans of them, which would make an enormous difference to any army in the field. When one comes to think of the South African war one can see what an advantage an airship would have been to us. If every day we had known where the Boers were, and where their entrenchments lay, it would have made all the difference in the world to that campaign.

I do not believe that airships will be of so much use in dropping explosives into an enemy's camp or fortification, although it is possible that may come about. They would not be able to carry a great weight of projectile, but it may be that they could be armed with a very small shell containing a high explosive of light weight.

NOW SEA BATTLES WILL BE AFFECTED.

In naval warfare airships would be able to go right over an enemy's harbours and ascertain what ships were lying there, and possibly they might drop explosives on the ships or in the forts. They could do immense damage so long as the ships had no guns which could fire directly upwards. I am certain, however, that in a few years' time battleships, as well as land batteries, will possess guns which will be able to fire projectiles an immense distance straight up in the air. That will revolutionise fighting, and will have as great an effect as the submarine has had in sea battles.

I do not expect to see battles in the air between fleets of airships just yet, but I suppose it will come to that if developments proceed as rapidly as they are doing at present. It is conceivable that airships may be fitted with light guns, and certainly the crews would carry rifles.

With all the success which is attending invention in the way of airships, however, I believe the aeroplane is the thing of the future. It is bound to come to the front, and probably it will come suddenly.

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HONGKONG SIXTY-TWO YEARS AGO.

Hana olim meminisse juvabit

A CHINA MAIL of September, 1845.—In another part of our paper will be found Mr. Burgo's opinion upon a question which has lately been a good deal agitated elsewhere besides Hongkong, whether the Legislative Council of any Colony has the power to impose taxes. He decides in the negative, and after a careful and searching examination which, if it does not exhaust the subject, ought to instil circumspection into the minds of less competent judges, like ourselves, gives a very distinct opinion that the Legislative Council of New Zealand does not, under the Act by which it is constituted, possess authority to pass ordinances imposing taxes. Now as the Hongkong Act is, with respect to the power of the Governor in Council precisely of the same tenor, the settlement of the claim to exemption from taxation, as regards either Colony, will regulate both.

The question is one of too much importance to the Colonies to be suffered to rest, and will doubtless ere long be brought before a judicial tribunal, unless the prerogative hitherto exercised by the Crown be voluntarily surrendered—which, for the sake of determining a great constitutional question, we could almost wish may not be done. The process by which a decision may be obtained is a very simple one, it being only requisite that some colonist should resist payment of a tax on the ground of illegality. This would subject him to one of the penalties or forfeitures mentioned in the Act, in the shape of distress, followed, in the event of resistance, by fine or imprisonment, and an action might thereupon be brought against the parties so demanding the tax and so enforcing the penalty for non-payment, which if unsuccessful in the Colonial Court might be carried by appeal to the Privy Council. The expense would not be great, a mere trifling divided amongst those whose interests were involved. Such a proceeding would be much more effectual and speedy a mode of obtaining redress than trusting to empty invective, however eloquent or frequently repeated. The matter, however, if brought to judicial arbitration, ought to be tried only on some strong case, and not risked upon one about which a doubt could reasonably be entertained, such as the Hongkong Police Rate.

Mr. Burgo's opinion, however important, is not declared law, and we have previously stated that it has been disputed by Mr. Roebuck, whose standing as a barrister must be a considerable one since, if our memory does not deceive us, he was not long ago made a Sergeant-at-Law by his political opponents. He is at all events a man of admitted talent and has had great experience in colonial matters, having, it may be remembered, at a critical juncture, acted as Parliamentary agent for Canada, and is by no means likely to be biassed in favour of arbitrary power in opposition to popular rights.

It may also here be worth while to remark that in the Bill of Rights, the political scriptures of the Englishman it is declared that "the levying of money for or to the use of the Crown, by pretence of prerogative, without grant of Parliament, for longer time, or in any other manner than the same shall be granted by law." Now if this charter of liberties is to be as strictly interpreted as it is contained in other acts relating to taxation ought to be, might it not be argued that a Police Rate, being for local purposes, and being more or less in the event of Parliament withholding or restricting its annual grant, is indisputable for carrying out the Hongkong Act, is not levied "for the use of the Crown," but for the use of that portion of its subjects who enjoy the benefit?

Such considerations as these, and the circumstances of high authorities on constitutional law being divided, may well induce the editor of a Colonial newspaper a little modesty of opinion, however distrustful it may be to the editor of "The Friend," who by the usual prerogative of ignorance, generally pronounces most dogmatically on matters with which he is least acquainted. Our hesitation, however, is confined exclusively to what regards such local taxation for local purposes; for we have never entertained a doubt that as the Queen in Council cannot, by pretence of prerogative, and for the use of the Crown, levy taxes from her subjects without their consent, much less can she delegate the power to a Colonial ordinance. Therefore imposing such taxes, we regard as ultra vires of a Governor and Legislative Council appointed by the Queen; and if the law is so declared, the right will probably not be contended for in any case whatever; and so the whole system of colonial taxation, without direct representation, will be given up. Hence, we repeat, the necessity for resting the question on strong grounds.

There is a peculiarity in the constitution of Hongkong which ought to be passed unnoticed. Mr. Burgo holds, with much reason, that an Act of Parliament authorising the imposition of burdens, is to be construed strictly and not by implication, and that the Hongkong Act so construed does not sanction the right assumed by the Governor and Council of that Colony to levy taxes. But this argument receives additional force from the fact of Hongkong for its Act provides "that it shall be lawful for the Superintendent of the Trade of Her Majesty's subjects in China (so long as such Superintendent shall be Governor of Hongkong) to enact with the advice of the Legislative Council of the said Island of Hongkong, all such laws and ordinances as may from time to time be required for the peace, order, good government, or Her Majesty's subjects being within the dominions of the Emperor of China, or being within any ship or vessel at a distance of not more than one hundred miles from the coast of China, and to enforce the execution of such laws and ordinances by such penalties and forfeitures as to him, by the advice aforesaid, shall seem fit." Now as a power of general taxation within the dominions of the Emperor of China is out of the question, it may not unfairly be argued that no authority to levy taxes for the use of the Crown could have been intended to be conferred upon the Governor and Council of Hongkong.

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4.—South coast of China between Hongkong and Hainan: Same as No. 1.

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CASH BUSINESS.

NO ACCOUNTS

Hongkong, August 10, 1907. 1311

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Special Programme

SATURDAY NIGHT.

NEW PICTURES.

Hongkong, July 17, 1907. 1167

WEATHER REPORT.

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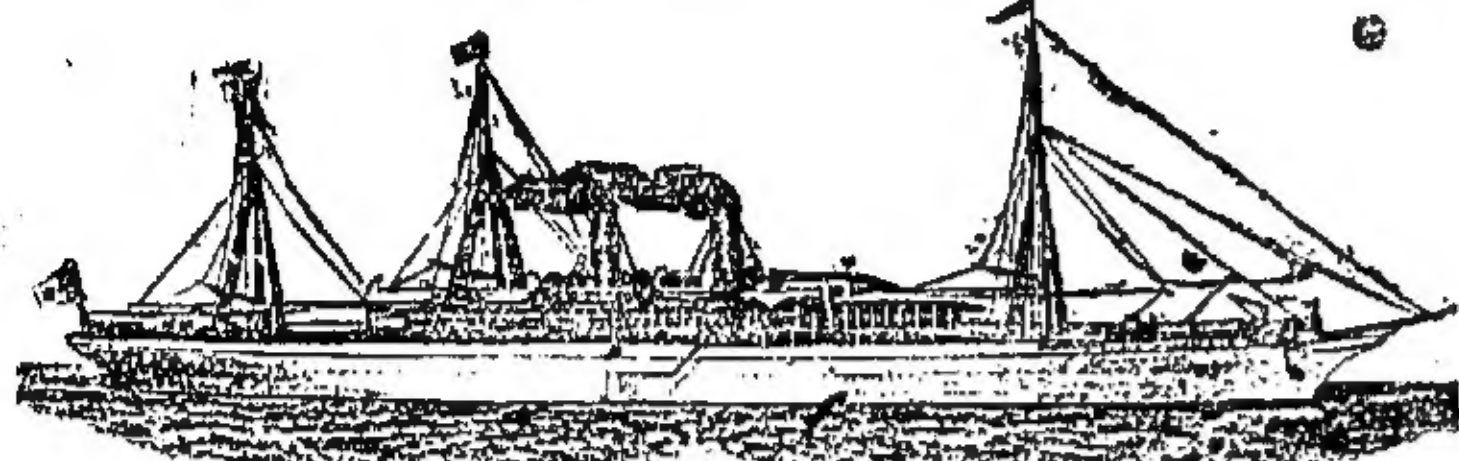
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SHANGHAI, MOJI, KOBE (NORE)	Cap. G. PHILIPPE	About 10th	Freight and Passengers
AND YOKOHAMA	Cap. G. PHILIPPE	October	Freight and Passengers
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AND YOKOHAMA	Cap. O. JONES, R.N.	October	Freight only
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LONDON, via U.S. PORTS	Cap. A. L. VALENTINI	October	Freight and Passengers
	OCEANA	Noon, 19th	See Special Advertisement
	Cap. W. HAYWARD, R.N.	October	Freight and Passengers

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	TAMBA MARU, Tons 6174, Capt. C. H. Butler	(WEDNESDAY, 20th Oct., at Daylight)
VICTORIA, B.O., and SEATTLE, WAHL, via SHANGHAI, KOBE and YOKOHAMA	KAGA MARU, Capt. G. S. Laprak, Tons 8301	(TUESDAY, 15th Oct., at 4 p.m.)
	TOKA MARU, Tons 5823, Capt. J. Nagao	(TUESDAY, 29th Oct., at 4 p.m.)
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. R. Swaid, Tons 5539	(FRIDAY, 1st Nov., at Noon)
	KUMANO MARU, Capt. N. Mathieson, Tons 5076	(FRIDAY, 29th Nov., at Noon)
BOMBAY, via SINGAPORE, PENANG, MADRAS and COLOMBU	TOTOMI MARU, Capt. M. Winkler, Tons 3412	(WEDNESDAY, 10th Oct., at Noon)
KOBE and YOKOHAMA	HITACHI MARU, Capt. Wm. Townsend, Tons 6750	(SATURDAY, 19th Oct., at Daylight)

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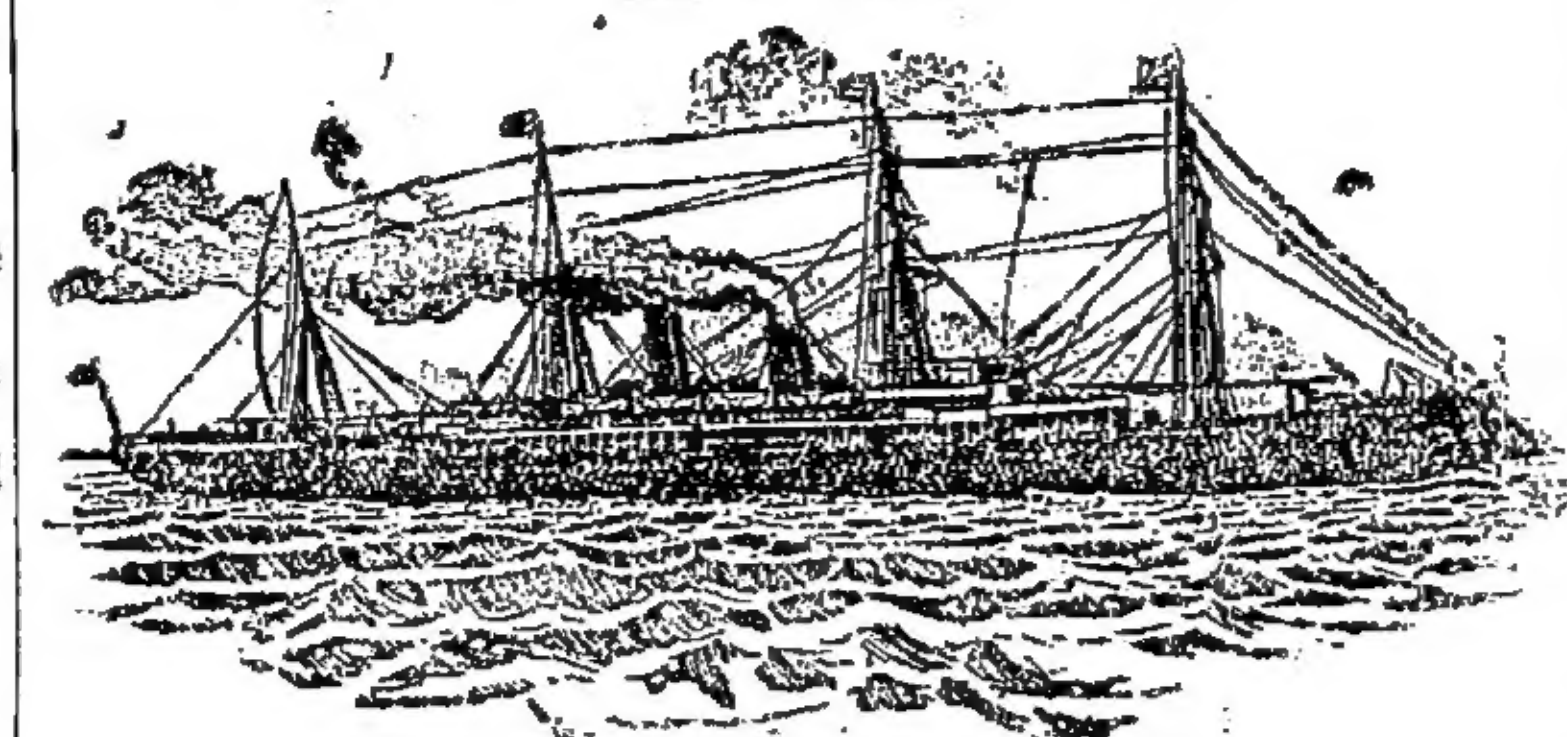
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STEAMERS	TONS	SAILING DATES
PERSIA	9,000	FRIDAY, 11th Oct., at Noon
HONGKONG MARU	11,000	SATURDAY, 18th Oct., at Noon
KOREA	18,000	FRIDAY, 1st Nov., at Noon
AMERICA MARU	11,000	SATURDAY, 8th Nov., at Noon
SIBERIA	18,000	SATURDAY, 15th Nov., at Noon
CHINA	10,200	SATURDAY, 22nd Nov., at Noon
MANOHUILLA	27,000	SATURDAY, 29th Nov., at Noon
NIPPON MARU	11,000	SATURDAY, 7th Dec., at Noon
ASIA	9,500	SATURDAY, 14th Dec., at Noon

Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1906; 4 days, 10 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 19th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship PERSIA will be despatched from HONGKONG to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 11th October, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO. SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN. PORTLAND, OREGON, KIELING, MOJI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	SAILING DATES
NUMANTIA	4372	H. FELDMANN, Oct. 22, at Noon
ARABIA	4438	C. NEUMANN, About Oct. 29
ALESTIA	5167	JOHN ERNST, About Nov. 24
NICO MEDIA	4372	P. WARMANN, About Dec. 6

Through Bill of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI & CHINKIANG	PAOTUNG	Oct. 9, at 4 p.m.
CEBU & ILOILO	SUNGLANG	Oct. 9, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	Oct. 10, at 4 p.m.
SWATOW & SHANGHAI	SHAOHONG	Oct. 10, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	SINGAN	Oct. 11, at 4 p.m.
YOKOHAMA AND KOBE	CHENGSHU	Oct. 11, at 4 p.m.
MANILA	TEAN	Oct. 16, at 4 p.m.
SWATOW & SHANGHAI	YOSHIOU	Oct. 16, at 4 p.m.
CHEFOO & NEWCHOWANG	KWEIHOW	Oct. 18, at 4 p.m.
CHEFOO & TIENTSIN	KWEIHOW	Oct. 21, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	Saturday, 12th October.
ZAFIRO	2540	A. Fraser	Manila	19th October.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

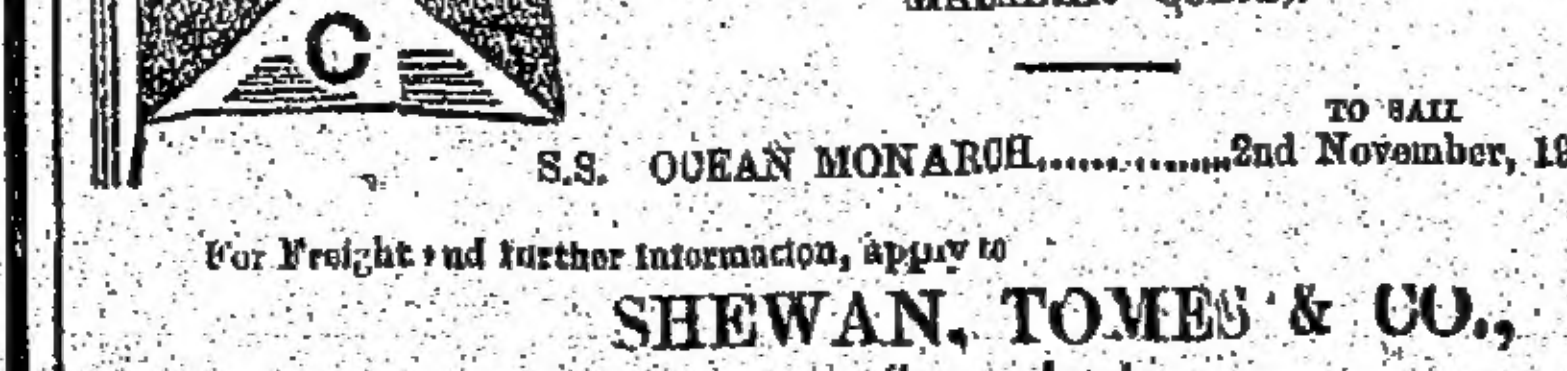
HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. OCEAN MONARCH, 2nd November, 1907.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.



Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROTECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	LOONGSANG	FRIDAY, Oct. 11, at 4 p.m.
TIENTSIN	CHONGSHING	SATURDAY, Oct. 12, at Noon
SHANGHAI, YOKOHAMA, KOBE AND MOJI	FOCKSANG	MONDAY, Oct. 14, at 4 p.m.
MANILA	YUENSANG	FRIDAY, Oct. 18, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	SATURDAY, Oct. 19, at Noon

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$65 Return \$100
Penang " " 85 " 130
Calcutta " " 165 " 260

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	GOLDBEN, Capt. Wilhelm	WEDNESDAY, 9th Oct., at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	ROON, Capt. Meinora	TUESDAY, 8th Oct.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Miussen	THURSDAY, 10th Oct., at 5 p.m.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Soden	FRIDAY, 18th October
KUDAT and SANDAKAN	BORNEO, Capt. F. Sencill	About Beginning of October

For further Particulars, apply to Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system. Tickets issued to all parts of the World. Baggage and Goods of every description collected, shipped, and forwarded at lowest rates. Foreign money exchanged. Letters of Credit and Circular Notes issued. Full information on application.

14, WATER STREET, YOKOHAMA. 16, DES VŒUX ROAD, HONGKONG.

Hongkong, August 6, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama). WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

THE Steamship KASATO MARU, 6100 tons, Captain D. Momi, will be despatched for Callao Iquique, via Japan Ports (Karatsu, Kobe & Yokohama), on THURSDAY, the 10th October, at Noon.

For Freight or Passage, apply to THE STEAMSHIP KASATO MARU, 6100 tons, Captain D. Momi, about end of Nov. PARK.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Park Building.

Hongkong, April 15, 1907.

ENG HOK FONG STEAMSHIP COMPANY.

FOR SALINA CRUZ, MEXICO.

THE Steamship POWHATAN, Captain W. F. TURNER, will be despatched for the above port, via Moji, Japan, on THURSDAY, October 10, at 4 p.m.

For Freight or Passage, apply to ENG HOK FONG S.S. CO., 37, Des Vœux Road Central.

Hongkong, September 30, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBU, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, Red Sea, BLACK SEA, LEVANT, VENICE and ADRIATIC Ports).

THE Company's Steamship PERSIA, Captain P. CROCIER, will be despatched as above on or about SATURDAY, the 26th October, p.m.

The Steamship has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, September 23, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAIHONG, Captain A. E. HOBSON, will be despatched for the above ports on FRIDAY, the 11th inst., at 9 a.m.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, October 7, 1907.

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OCEANA, Captain W. HAYWARD, R.N., carrying His Majesty's Mails, will be despatched for the BOMBAY, &c., on SATURDAY, the 19th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Britannia (5000 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Oceana, due in London on the 30th November, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent, Hongkong, October 6, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS and SUEZ CANAL. With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. TO SAIL, 1907.

* 1st-Class Passenger Accommodation. For Freight and further information, apply to DODWELL & CO., LTD., Agents.

NAVIGAZIONE GENERALE ITALIANA. (FLORENCE & ROBERTSON UNITED COMPANIES).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA; also YOKOHAMA, SHANGHAI, and MEDIAN, ADRIATIC, LEVANT, and SOUTH AMERICAN PORTS up to CALCUTTA.

Taking Cargo at through rates to PERSIAN GULF and BAHAM, also BANGALORE, VALPARAISO, ALICANTE, ALMERIA and MALAGA.

THE Steamship LEVANZO, Captain BRISTOL, will be despatched as above on FRIDAY, the 11th inst., at Noon.

At BOMBAY the steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, October 7, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Co's Steamship CHINA, Captain A. DE PETERS, will leave for the above places on or about MONDAY, the 4th inst.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, October 5, 1907.

Shipping.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & ROBERTSON UNITED COMPANIES).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA; also YOKOHAMA, SHANGHAI, and MEDIAN, ADRIATIC, LEVANT, and SOUTH AMERICAN PORTS up to CALCUTTA.

Taking Cargo at through rates to PERSIAN GULF and BAHAM, also BANGALORE, VALPARAISO, ALICANTE, ALMERIA and MALAGA.

THE Steamship LEVANZO, Captain BRISTOL, will be despatched as above on FRIDAY, the 11th inst., at Noon.

At BOMBAY the steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, October 7, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APCAR, Capt. W. D. A. THOMAS, will be despatched for the above Ports on FRIDAY, the 11th inst., at 3 p.m.

For Freight or passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, October 6, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Co's Steamship CHINA, Captain A. DE PETERS, will leave for the above places on or about MONDAY, the 4th inst.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, October 5, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBU, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDIAN, NANTAN and BLACK SEA PORTS.

THE Steamship NERA, Captain SCHULTZ, will be despatched for MARSEILLES on TUESDAY, the 10th October, 1907, at 1 p.m.

This Steamer connects at COLOMBU with one of the Co's Australian steamers bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—S.S. YARRA Oct. 29, 1907. S.S. ERNEST SIMONS Nov. 12, 1907. S.S. TONKIN Nov. 26, 1907. S.S. POLYNESIAN Dec. 10, 1907. S.S. TOURANE Dec. 24, 1907. G. DE CHARENTAIS, Agent.

Hongkong, October 2, 1907.

STEAM TO SINGAPORE AND BOMBAY.

THE Company's Steamship ISTOK, Captain M. TROU, will leave for the above ports on FRIDAY, the 18th inst.

For Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, October 5, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to AUSTRALIA, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain HELMS, will be despatched as above on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, October 1, 1907.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO ROSTON AND NEW YORK.

STEAMER	Leave HONGKONG	Arrive MARSEILLES	Leave MARSEILLES	Arrive LONDON
OCEANA	1907	1907	1907	1907
DELHI	1907	1907	1907	1907
ARADIA	1907	1907	1907	1907
DEVANHA	1907	1907	1907	1907
DELTA	1907	1907	1907	1907
DELHI	1907	1907	1907	1907
ARADIA	1907	1907	1907	1907
DEVANHA	1907	1907	1907	1907
DELTA	1907	1907	1907	1907
MARMORA	1907	1907	1907	1907
DELHI	1907	1907	1907	1907
MALTA	1907	1907	1907	1907
DEVANHA	1907	1907	1907	1907
OCEANA	1907	1907	1907	1907

Passenger change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
* Commencement in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-
INTERMEDIATE (New Transient) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave HONGKONG	Arrive LONDON
NAMUR	1907	1907
MALTA	1907	1907
BORNEO	1907	1907
NORE	1907	1907
SYRIA	1907	1907
NYANZA	1907	1907
KILDE	1907	1907
BUNDA	1907	1907
PALAWAN	1907	1907
NUBIA	1907	1907
BORNEO	1907	1907
NORE	1907	1907
SUMATRA	1907	1907

These Steamers call also at Singapore, Penang, Colombo, and at Malta or
Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only First Saloon Passengers.
For further particulars, apply to
F. A. HEWETT,
Superintendent.

5221

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG-
SUBJECT TO ALTERATION.

THE CO'S S.S. FOR LEAVING

* DALIN MARU. TAMSUI, Via SWATOW } SUNDAY, 13th
Capt. I. SAIBAI. AND AMOY. } Oct. at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passen-
gers, and are fitted throughout with Electric Light. First-class Saloon Amidsides.
Uncavalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passages and further information, apply at the Co.'s local Branch
Office, at 22nd Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
KUMERIC	6232	D. Baird	25th October.
SHAWMUT	9606	E. V. Roberts	6th November.

* Cargo only. * Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Tahiti screw s.s. Shawmut and Tremont are fitted with very superior
Accommodation for First and Second-Class Passengers. The large size of these vessels
enables them to sea. Electric fan in each room. Barber's shop and steam laundry.
Cargo carried in hold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Doddwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Shipping.

NORDEUTSCHER LLOYD. BREMEN.

NOTICE

FOR KUDAT AND SANDAKAN,
Taking Cargo at Through Rates to
TAWAU, LAHAD DATU, LABUAN,
JOLO AND MENADO.

THE Steamship BORNEO.

Captain F. SCHMIDT, (ready to load on
Tuesday, the 8th October), will leave on
WEDNESDAY, the 9th October, at 9 a.m.
For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELOCHERS & CO.,
Agents,
Hongkong, October 4, 1907. 1697

FOR YOKKAHOI & KOBE.

THE Steamship TAIKOSAN MARU.

Captain I. FUKUI, will be despatched for
the above ports on WEDNESDAY, the
9th inst., at Noon.
For Freight, apply to
THE NITSUI BUSSAN KAISHA,
Hongkong, October 7, 1907. 1618

THE AMERICAN AND ORIENTAL LINE.

(With liberty to call at Malabar Coast).

FOR NEW YORK.

THE Steamship HEADLEY.

will be despatched for the above port on
or about SATURDAY, the 26th October.
For Freight, apply to
ARKHOLD, KARBURG & CO.,
Agents,
Hongkong, September 16, 1907. 1491

Notices to Consignees.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP REVALDER.

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Limited, whence and/or
from the wharves delivery may be obtained.
No Claims will be admitted after the 7th
inst., will be subject to rent.
All Claims against this Steamer must be
presented to the Undersigned on or before
the 14th inst., or they will not be re-
cognized.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 7th inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, October 1, 1907. 1697

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
named vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Limited, whence and/or
from the wharves delivery may be obtained.
No Claims will be admitted after the 7th
inst., will be subject to rent.
All Claims against this Steamer must be
presented to the Undersigned on or before
the 14th inst., or they will not be re-
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All broken, chafed, and damaged Goods
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No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, October 1, 1907. 1697

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
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that their Goods are being landed and
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the Hongkong and Kowloon Wharf and
Godown Co., Limited, whence and/or
from the wharves delivery may be obtained.
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inst., will be subject to rent.
All Claims against this Steamer must be
presented to the Undersigned on or before
the 14th inst., or they will not be re-
cognized.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 7th inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, October 1, 1907. 1697

E. A. HEWETT, Superintendent.

HONGKONG, OCTOBER 3, 1907. 1694

'BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP ST. GEORGE.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the 9th
inst., will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 20th inst., or they will not be re-
cognized.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 9th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents,
Hongkong, October 3, 1907. 1693

A HISTORY OF UNION

CHURCH.

BY Rev. G. H. BONDFOELD and

BY DYER BAILL, M.R.S.

Edited by Rev. G. H. BONDFOELD.

To be had at the 'CHINA MAIL' Office,

8, Queen's Road Central.

Price \$1.00.

THE FREIGHT MARKET.

Messrs Lamco and Rogge report under
date of Saturday, October 5:- Charting
operations during the past fortnight have
been on a larger scale than of late, and if
the rates obtained leave something yet to
be wished for, it is confidently expected
that with the Yangtze and Newchwang
seasons further advanced and the absorption
of tonnage occasioned thereby an all round
improvement must set in.

From Saigon to this port, further demand
has prevailed throughout the fortnight and
was filled by charters at 12 and 13 cents of
boats partly engaged in the trade regularly
and some others, which after completion of
Philippine voyages had been ordered back
to Saigon on speculation, also a few that
were disengaged there after discharging
downward cargo from Hongkong.

Saigon to Philippines, a couple of set-
tlements are reported locally, having been
effected on basis of 20 cents to 1 port. After
the rather extensive engagements of the last
few months further prompt charting can
hardly be looked for in this direction.

Saigon/Java tonnage has been inquired
after, but whether business has resulted, is
not known.

Halo to Ningpo and Tientsin a charter
has been drawn at 30/35 cents per pial.

The first of the Newchwang/Canton set-
tlements have come to pass, four China
Navigation Co.'s steamers having secured
22 cents for part cargo. There is every
likelihood of further charting becoming
practicable, de facto orders for tonnage are
in the market now, only intending charter-
ers are unwilling for the present to pay the
higher rates asked by owners, viz., 25 cents
or thereabouts.

The Yangtze season is not in full swing
yet, trade to the South, particularly
Swatow, has however materially increased,
and an advance of 3 caudrons against
former rate is already granted by shippers.
Coal Freight: Moji/Hongkong two
charterers have been brought about at
\$1.45, Wakamatsu to this port there is a
fixture at \$1.55, and Mororan in same
direction at \$2.25, Haiphong to Canton
and Labuan to Hongkong have had business
at \$1.60 and \$1.75, respectively.

On monthly terms, a charter is reported
for Java trade.

Sail Freight: Nothing doing.

Notices to Consignees.

TOYO RISEN KAISHA.

SOUTH AMERICAN LINE.

FROM SOUTH AMERICAN PORTS & JAPAN PORTS.

THE Steamship KASATO MARU.

having arrived from above ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.

Cargo remaining on board after 4 p.m.,
on FRIDAY, the 4th inst., will be landed
at Consignees' risk and expense.
No Fire Insurance will be effected.
K. MATSUDA,
Manager,
Hongkong, October 2, 1907. 1697

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS:

'VICTORIA,' Hongkong.

For terms, &c., apply to the

MANAGER.

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VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHANGHAI.

SHAMHON, CANTON.

OR THE GENERAL MANAGER.

H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and

under Experienced European

Management.

Every Comfort and Convenience for

Residents and Visitors.

Wm. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

438

BELLE VIEW HOTEL.

(LATE METROPOLE HOTEL).

SHAUKWAN ROAD.

A Pleasant Drive along the Sea Front,

BETTER OF WINES, BOWLING,

BILLIARD, &c.

A COMMODIOUS MARSHED FOR THE USE OF

BATHING AND VISITORS.

A FIRST-CLASS

EUROPEAN STRING BAND

will be in attendance

EVERY SUNDAY EVENING,

AT 8 O'CLOCK.

Telephone No. 393.

Hongkong, September 6, 1907. 1018

HONGKONG AVERAGE MARKET

PRICES.

Corrected to Thursday, October 3rd, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Mol Lung Pa	.. lb 20
.. Corned—Ham Ngau Yau	.. .. 10
.. Roast—Shiu	.. .. 10
.. Breast—Ngau Lau	.. .. 15
.. Soup—Tong Yuk	.. .. 15
.. Steak—Ngau Yau Pa	.. .. 20
.. .. Canton Ngau Lan Slicka	.. .. 30
.. Sausages—Ngau Ching	.. .. 20
.. Bolognese—Shiu	.. per set 10
.. Tongue fresh—Ngau Li	each 50
.. .. corned—Ham Ngau Li	.. 55
.. Head—Ngau Tau	.. .. 80
.. Heart—Ngau Sum	.. lb 12
.. Ham, Salt—Ngau Kin	.. .. 20
.. Feet—Ngau Kerk	each 7
.. Kidneys—Ngau Yau	.. .. 10
.. Tail—Ngau Mei	.. .. 17
.. Liver—Ngau Con	.. lb 12
.. Triple (undressed)—Ngau To	.. .. 7
Calves' Head & Feet—Ngau chai-tai-kai	set \$1.00
Mutton Chop—Yeung Fai Kwat	.. lb 24
.. Leg—Yeung Poi	.. .. 24
.. Shoulder—Yeung Shan	.. .. 20
Pigs' Chittings—Chi chong	.. .. 12
.. Brims—Chi Kow	per set .. 2
.. Feet—Chi Kerk	.. .. 12
.. Fry—Chi Chak	.. .. 12
.. Head—Chi Tan	.. .. 12
.. Heart—Chi Sun	each 10
.. Kidneys—Chi Yid	.. .. 12
.. Liver—Chi Con	.. lb 24
Pork Chop—Chi Fai Kwat	.. .. 24
.. Corned—Ham Cho Yau	.. .. 24
.. Leg—Chu Poi	.. .. 24
.. Fat or Lard—Chu Yau	.. .. 24
Sheeps' Head and Feet—Yeung Tau Kerk	set 60
.. Heart—Yeung Sam	each 5
.. Kidneys—Yeung Yau	.. .. 10
.. Liver—Yeung Con	.. lb 24
Sucking Pigs, To Order—Chu Chai	.. .. 16
Suet, Beef—Sung Ngau Yau	.. .. 16
.. Mutton—Sung Yeung Yau	.. .. 21
Veal—Ngau Chai Yau	.. .. 20
.. Sausages—Ngau Chai Cheong	.. .. 29

Poultry.

Chicken—Kai Chai	.. .. lb 26
.. Ovens, Large, Small—Sin Kai	.. .. 28
.. Ducks—A	.. .. 19
.. Doves—Pan Kau	.. each 16
.. Eggs, Hen—Kai Tan	per dozen 22
.. Fowls, Canton—Kai	.. lb 34
.. .. Balaon—Hoi Nam Kai	.. .. 26
.. Geese—Ngol	.. .. 26
.. Goose, Wild Sh'at—Sh'at Yer Ngol	pair .. 26
.. Monk Duck—Wong Keng	.. each ..
.. Hare, Shanghai—Ta Chai	.. .. 75
.. Partridge—Che Kow	.. .. 75
.. Pheasant—Shan Kai	.. pair ..
.. Pigeons, Canton—Pak Kip	each 24
.. .. Holbow—Hoi Hoi Pak Kip	.. 22
.. Quail—Um Ching	.. .. 22
.. Rice Birds—Wo Pa Cheek	.. dozen 60
.. Snipe—Se Choy	.. each 22
Turkeys, Cook—Phor Kai Kung	.. .. 65
.. .. Hon—.. .. Na	.. .. 45
Wild Ducks, Sh'at—Shanghai Set-up	.. .. 85
.. .. Fat—Sui Ap Chai	.. .. 85
Wild Ducks Canton—Sung Shing Set Ap	.. .. 85

Fish.

Barbel—Ka Yu	...	...	lb 14
Bream—Bin Yu	...	...	15
Canton Fresh Water Fish—Hoi Sin Yu	...	...	15
Carp—Li Yu	...	...	10
Catfish—Chik Yu	...	...	12
Odfish—Mun Yu	...	...	15
Crabs—Hoi	...	...	20
Cuttle Fish—Muk Yu	...	...	13
Dab—Sa Mang Yu	...	...	14
Dace—Wong Mol Lan	...	...	11
Dog Fish—Tui Ta Sa	...	...	15
Eel, Congor—Hoi Man	...	...	15
... Fresh water—Tam Sin Yu	...	...	16
Sole, Yellow—Wong Sin	...	...	24
Frog—Tien Kai	...	...	30
Garoupa—Sek Pan	...	...	50
Haddock—Pak Kip Yu	...	...	20
Herrings—Tao Pak	...	...	21
Halibut—Cheung Kwan Kug	...	...	28
Labrus—Wong Fa Yu	...	...	20
Loach—Wu Yu	...	...	28
Lobsters—Lung Ha	...	...	30
Mackerel—Chik Yu	...	...	13
Monk Fish—Mong Yu	...	...	28
Mullet—Chai Yu	...	...	24
Oysters—Sung Hoo	...	...	20
For oldish—Kai Kung Yu	...	...	10
Perch—Tao Loo	...	...	15
...
Pike—Fu Paw Pong	...	...	10
Plaice—Pan Yu	...	...	18
Pomfret, Black—Hak Chong	...	...	24
Pomfret, White, Pak Chong	...	...	30
...
... ..	...	...	48
Ray—Pai Pa Sa	...	...	5
Rock Fish—Sok Kan Fung	...	...	15
Roach—Chu Y	...	...	25

加那魚	Barbel
海鯊	Bream
鮮魚	Canton Fresh Water Fish
鯉魚	Carp
魚	Catfish
魚	Odfish
魚	Crabs
魚	Cuttle Fish
魚	Dab
魚	Dace
魚	Dog Fish
魚	Eel
魚	... Fresh water
魚	Sole
魚	Frog
魚	Garoupa
魚	Haddock
魚	Herrings
魚	Halibut
魚	Labrus
魚	Loach
魚	Lobsters
魚	Mackerel
魚	Monk Fish
魚	Mullet
魚	Oysters
魚	For oldish
魚	Perch
魚	...
魚	Pike
魚	Plaice
魚	Pomfret, Black
魚	Pomfret, White
魚	...
魚	...
魚	Ray
魚	Rock Fish
魚	Roach

